

TOP SECRET



IMAGERY
ANALYSIS



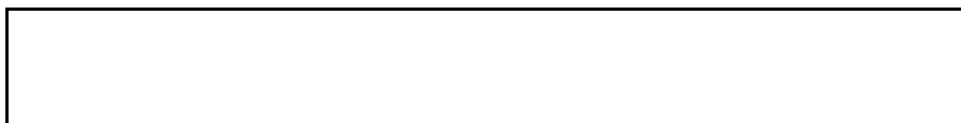
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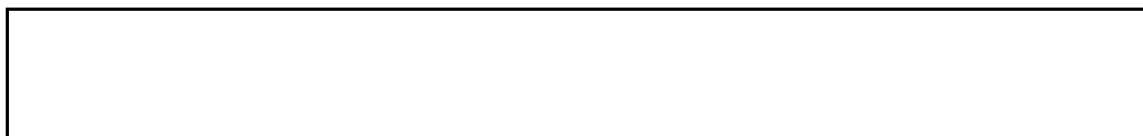
PHOTOGRAPHIC INTELLIGENCE REPORT

VITAL INTEREST
STATE SHIPYARD 820

KALININGRAD, USSR



25X1



25X1

Declass Review by NIMA / DoD



25X1

GROUP 1
Excluded from automatic
downgrading and declassification

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DATE APRIL 1967
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STATE SHIPYARD 820

KALININGRAD, USSR

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SHIPYARD : STATE SHIPYARD 820
 LOCATION : KALININGRAD, USSR
 GEO COORDS: 54-42N 020-26E

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KEY TO VESSEL ANNOTATIONS

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1. Floating dock (LOA approx [redacted])
 This dock is occupied by two small vessels on the west side of the dock and a probable "REFRIZHERATOR-1" Class Refrigerated Fish Transport on the east side (annotation 2 below). [redacted]

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2. Probable "REFRIZHERATOR-1" Class Refrigerated Fish Transport (LOA approx 235') in floating dock.
 [redacted]

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3. KUSTANAY Class Refrigerated Fish Transport (LOA approx 260').
 [redacted]

25X1

4. Unidentified bulk carrier alongside quay (LOA approx 310').
 This vessel has a raised 1-3 hull profile and 3 holds. Similar vessels are observed at annotations 10 and 14 below. [redacted]

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5. [redacted] A similar vessel is observed across the river probably off-loading pulp wood.

5. MAYAKOVSKIY Class Fish Factory Trawler (LOA approx 280').
 The bridge wings on this class vessel identify it from other fish factory trawlers of the same length overall. Other characteristics of the MAYAKOVSKIY Class observed on this vessel are the stern ramp, forward and aft kingposts and lifeboat placement.

6. Probable AKTYUBINSK Class Refrigerated Transport (apparent LOA approx 415').
 Split superstructure, hatch arrangement and other topside detail contributed to the identification of this vessel. [redacted]

25X1

7. MAYAKOVSKIY Class Fish Factory Trawler (LOA approx 280').

8. MAYAKOVSKIY/PUSHKIN Class Fish Factory Trawler (LOA approx 280').
 The bridge wing area is not as apparent as on the MAYAKOVSKIY Class Fish Factory Trawler at annotation 7.

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9. MAYAKOVSKIY Class Fish Factory Trawler (LOA approx 280').
See annotation 5 above.
10. Two unidentified bulk carriers (LOA of each approx 310').
These vessels are similar to the one observed under construction at
annotation 14 below.
11. MIRKA/PETYA Class PCE under construction on building way (LOA approx 270').
Although the superstructure is in place no armament can be identified
on the deck. [REDACTED]
12. MIRKA/PETYA Class PCE under construction on building way (LOA approx 270').
Although the superstructure is in place no armament can be identified
on this vessel. [REDACTED]
13. Probable components for the 310 foot bulk carrier being constructed on
this way.
One of these sections is similar to the stern end of the bulk carrier
at annotation 14 below. [REDACTED]
[REDACTED]
[REDACTED]
14. Unidentified bulk cargo vessel under construction (LOA approx 310').
This vessel appears similar to ones seen at annotations 4 and 10 above.
15. Probable MAYAKOVSKIY Class Fish Factory Trawler (LOA approx 280').
16. Probable MAYAKOVSKIY Class Fish Factory Trawler (LOA approx 280').
17. MAYAKOVSKIY Class Fish Factory Trawler (LOA approx 280') in floating dock.
[REDACTED]
18. MAYAKOVSKIY Class Fish Factory Trawler (LOA approx 280') in large
floating dock.
A TAVRIYA Class Refrigerated Transport previously occupied this dock.
[REDACTED]
19. Empty floating dock.
A MIRKA Class PCE previously occupied this dock. [REDACTED]
[REDACTED]
20. MIRKA Class PCE alongside quay (LOA approx 270').
The presence of a mast positioned well abaft the superstructure and
imagery resembling gas turbine air induction trunks on the stern con-
tribute to the identification of this vessel.

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21. Probable PETYA Class PCE (measurements undetermined).
The identification is based on the presence of a mast immediately abaft the superstructure and the rounded leading edge of the platform forward of the bridge. Due to shadow the after half of this vessel is obscured from view. The forward gun turret appears to be removed. [REDACTED]

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22. MIRKA Class PCE alongside quay (LOA approx 270').
A mast positioned well abaft the superstructure and a comparatively "blunt" leading edge to the superstructure contribute to the identification of this vessel.

23. ALLIGATOR Class LST (LOA approx 370').
This vessel appears to have more topside detail in place than the vessel observed at annotation 25 below. [REDACTED]

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24. Probable PETYA Class PCE (LOA approx 270').
The presence of a possible short stack abaft the superstructure and the rounded platform forward of the bridge contribute to this identification.

25. ALLIGATOR Class LST (LOA approx 370').
The superstructure of this vessel is now in place; however, it does not appear to have as much topside detail as the vessel observed at annotation 23 above. [REDACTED]

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[REDACTED] The bow door of this vessel is open. [REDACTED]

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26. Two probable MIRKA Class PCE (LOA of each approx 270').
Shadow cast by a mast positioned well abaft the superstructure and a probable raised poop contribute to the identification of these vessels.

27. Probable MIRKA Class PCE (LOA approx 270').
Shadow cast by a mast positioned well abaft the superstructure, a probable starboard located lifeboat, and possible air induction trunks on the stern contribute to the identification of this vessel.

28. MIRKA Class PCE in small floating dock (LOA approx 270').
A raised poop, starboard located lifeboat, and a mast positioned well abaft the superstructure contribute to this identification.

29. MIRKA Class PCE (LOA approx 270').
A raised poop and a mast positioned well abaft the superstructure aid in identifying this vessel as the MIRKA Class.

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30. Possible ALLIGATOR Class LST under construction on building way (visible LOA approx 360').
The deck of the vessel now appears to be complete to the bow.
31. Unidentified probable medium trawler in floating dock (LOA approx 170').

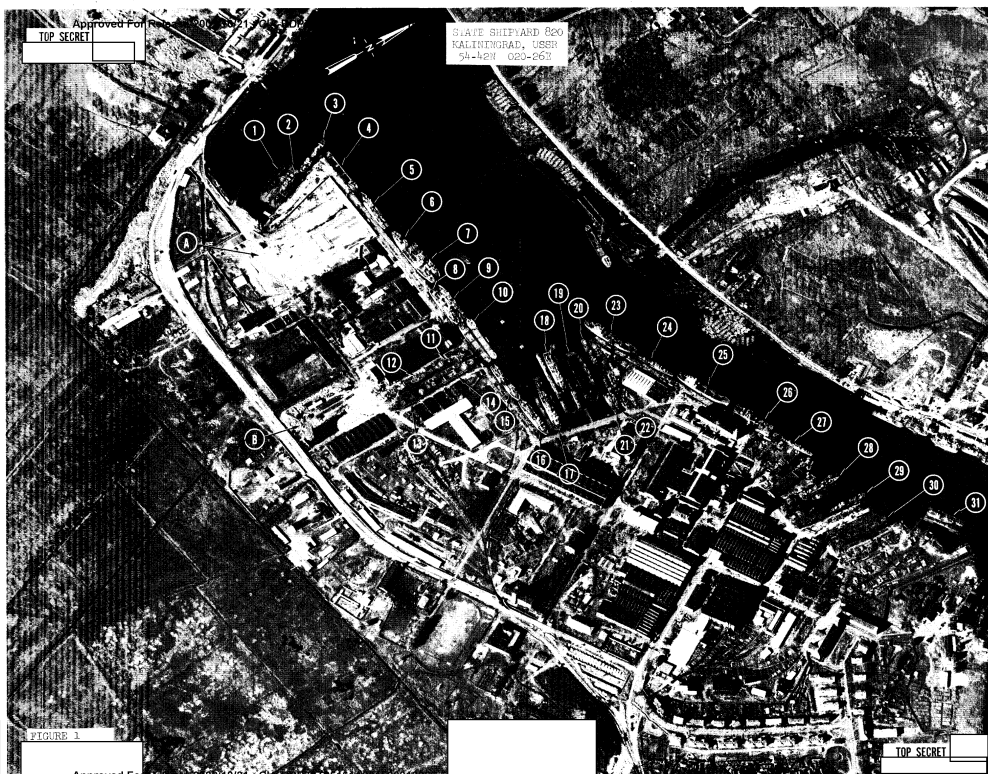
KEY TO FACILITY ANNOTATIONS

- A. Unidentified construction near west end of shipyard. Ground scarring and construction activity is observed within an area measuring roughly 1000 by 330 feet. A ditch, possibly for footings, is observed at the west side of the construction site and an excavation, although not as clearly defined as the ditch, runs parallel to and approximately 100 feet east of the ditch. A smooth-surfaced rectangularly-shaped area, measuring roughly 350 feet by 105 feet, extends from the northeast corner of the site. A bridge crane spans this smooth-surfaced area. (This crane may be temporarily placed in this position for construction work.)
- B. A pearly rectangular water-filled depression at the head of the building ways is in the initial stages of being filled with land. This activity is now

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